

# The Illustrated War News.

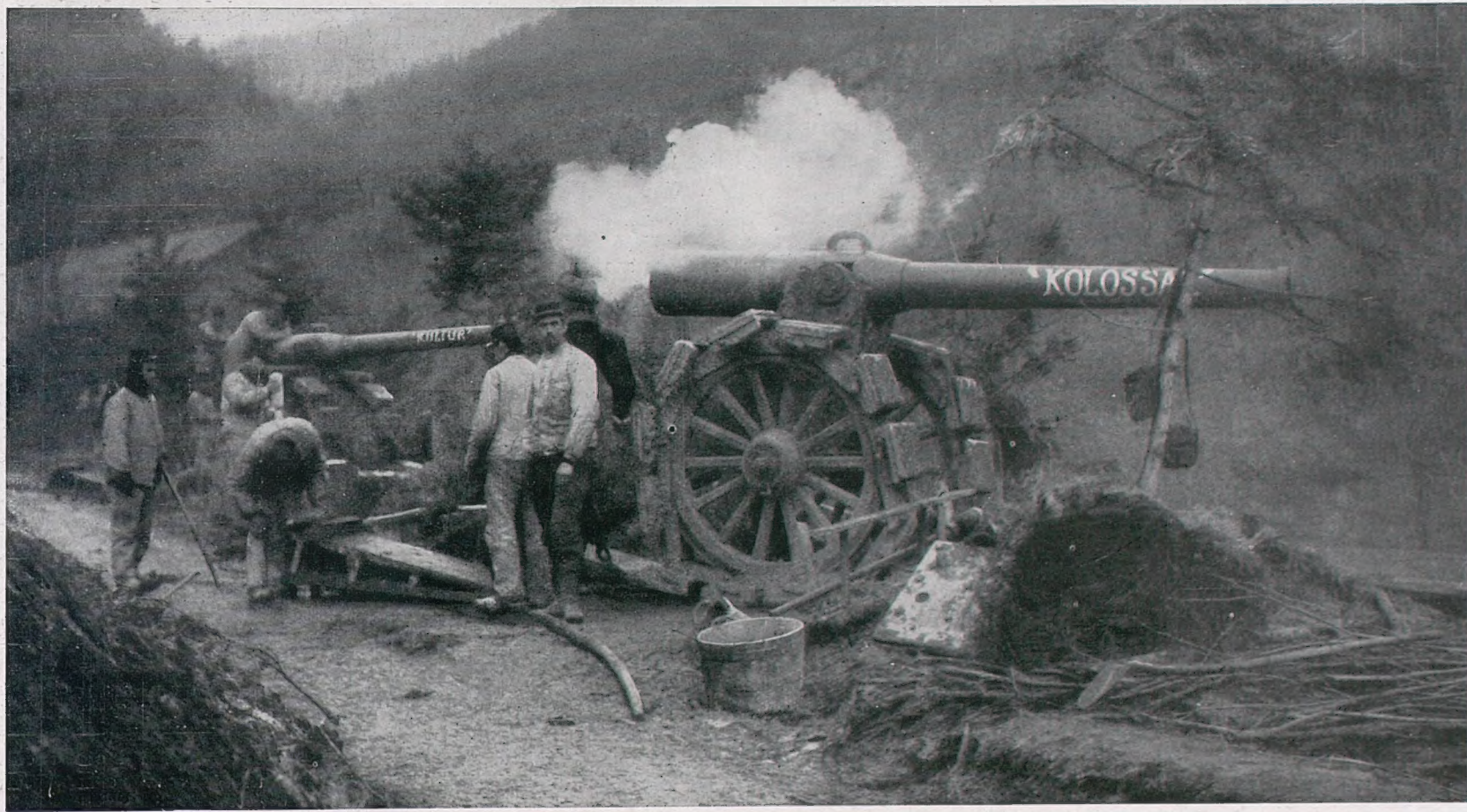


Photo. by E. Str.

GIVING THE GERMANS SOME OF THEIR OWN BACK! "KULTUR" AND "KOLOSSAL"—NICKNAMED FRENCH GUNS—ON THE STEINBACH HEIGHTS



## THE GREAT WAR.

THE entire horizon is filled with Zeppelins this week, and the entire world is speaking its mind on them, sometimes with joy-bells and jubilation and lurid promises of "what we're going to do to you next time," but mainly with a chilly disgust that grows in bitter and contemptuous intensity as the topic travels further west. America, indeed, is more outspoken in its angry disgust with Tuesday's raid than Britain—and Britain has not minced its expressions either. The reason of this universal anger is perfectly easy to gauge. Nobody objects to the air monsters that the Germans and their science have brought to birth; nobody with a grain of common-sense may object to their use in a legitimate and cleanly way. It is the senseless stupidity, the reasonless futility, and the meanness of the attacks that call for anger. What earthly military plan the slaughter of two women (an old woman and a young one), an old shoe-maker, and a lad of seventeen can forward is beyond sane comprehension. Was it an attempt to terrorise us? What sort of terror does Germany hope to engender in the hearts of people who rushed down to the Marine Parade of Yarmouth—to watch the Zeppelins at their work?

If any definite military purpose can be gained from the raid on Yarmouth and King's Lynn, it is that opinions based on knowledge of Zeppelin construction, and of their work at Antwerp and Nancy, are confirmed.



WORK IN WHICH THE PRINCE OF WALES SHOWED INTEREST WHEN HE VISITED ROUEN: HORSES AT A BASE CAMP WELL PROTECTED AGAINST THE COLD.

*Photograph by Newspaper Illustrations.*



BELGIANS TEMPORARILY EMPLOYED IN THE G.P.O.: REFUGEE POSTAL ASSISTANTS AT WORK IN THE PARCEL OFFICE AT MOUNT PLEASANT.

Temporary employment has been found in the General Post Office in London for Belgian refugees who were in the postal service of their own country. A Local Government Board Commission was recently appointed to provide work for Belgian refugees, of whom there were at the time over 4200 in the Board's temporary hostels, for whom permanent accommodation was sought.

For the great expenditure of time and labour and treasure entailed in their construction, the dirigibles are singularly unreliable tools of war. As at Antwerp, the crews of the attacking aircraft showed that they possessed pretty accurate knowledge of the topography of both Yarmouth and King's Lynn—that is, they knew the positions of railways, post-offices, ammunition-stores, and drill-halls. Yet, in spite of this knowledge, bombs obviously meant for these places failed to find their mark. To this consistent sense of inaccuracy in handling their missiles must be added the trivial effect of the bombs themselves. A great number of high-power bombs were launched at the two towns mainly concerned in the raid, and the damage done could have been exceeded by a single war-ship firing one broadside. Their qualities of "sea-worthiness," and their ability to travel

as far as London, or as far as one of the great industrial towns in the interior, are still debatable points. King's Lynn was acknowledged to be within effective range of dirigibles operating from Cuxhaven—that we knew, but more than that we do not know. If ever we are to know our calculations to be wrong, that knowledge will come to us in an unpleasant fashion. On the other hand, neither London nor the industrial towns are close to the coast. A Zeppelin in its attack must come overland to them, and since it is clear that, whatever debates there are as to the nature and the value of the vessels themselves, the sound of their engines can be plainly and

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WITH BARREL PAINTED FUTURIST FASHION TO MAKE IT "INVISIBLE": A BRITISH POSITION-GUN PASSING THROUGH A FLEMISH VILLAGE.

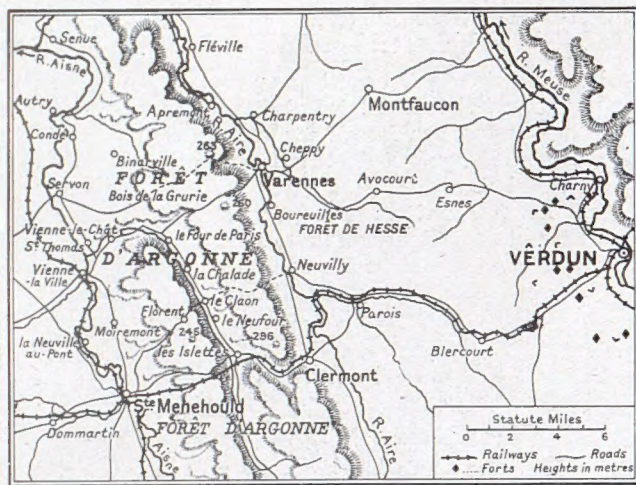
We see here a typical British position-gun passing through a Flemish village to the firing-line a short distance ahead. The broad wheels, ribbed like a country traction-engine, for getting over slippery surfaces in snow and frost, may be noted, also the planks for ensuring the gun a stable firing-bed in the soft soil of the water-logged districts of West Flanders. Important to observe is the variegated daubing

over of the gun-barrel with streaks of red, yellow and blue paint—a device of advantage in producing practical invisibility against normal backgrounds at any distance. We learned the idea in the South African War, where the Boers painted their big artillery like that and gave our gunners immense trouble to "spot" their positions.—[Photo. by Newspaper Illustrations.]



unmistakably heard, there will thus be time enough to prepare a warm reception for them. There is not a single report which states that search-lights or anti-aircraft guns were employed in Norfolk—mainly because

these "fortified" places were entirely without weapons—so we cannot say whether the guns mounted about London would be effective. Even if they were not, there are aviators who made up their minds at the beginning of the war that, if they could not prevent a Zeppelin reaching London, they



THE SCENE OF THE FIGHTING IN THE BOIS DE LA GRURIE AND THE ARGONNE GENERALLY: THE SECTION OF THE FRENCH FRONT WEST OF VERDUN.

would certainly see that it did not escape from it. It would cost them their lives, since the only effectual way for an aeroplane to smash a Zeppelin is to charge it; but they know the risk, and are ready to take it.

This week, if it has been little else, has indeed been a period of striking aerial activity. On Friday twelve or thirteen German aeroplanes appeared over bomb-scourged Dunkirk and showered down their missiles with their usual inaccurate zest. The sum-total of their labours, apart from civilians injured, appears to have been the burning of a shed on the dock-side and the smashing of the windows and furniture of the neutral American Consul. Rather more notable in this affair is the prompt way the Belgian, French, and British pilots got up and at the attackers, and the brisk little battle that went on in the air. These battles seem to be a great deal more exciting than deadly (though, of course, they serve their purpose in driving the assailants off), for the casualties are rare. On this occasion one occurred, a German plane being brought down in our lines by a British military machine and the crew captured. While up in the air, our men

decided to improve the shining hour, and during the day Squadron-Commander Richard B. Davis and Flag-Lieutenant Richard Pierce flew over Zeebrugge. The two men seem to have carried out their work with extraordinary vigour, for they dropped as many as twenty-seven bombs at various points of military purpose. Particularly they attacked two submarines, and the guns that "fortified" the Mole. They report considerable damage to one of the submarines, and wounds and damage scattered about the guns and among the crews. Both aviators were able to get away safely, Commander Davis with a slight wound, though at one time the Commander was surrounded by no fewer than seven hostile planes, all eager to bring him down. This was on his way out. In spite of his wound he went forward and did his work. Comparisons are odious things, and in this case one is glad they are, but it is instructive to compare Yarmouth and King's Lynn with Zeebrugge. In the latter case our aviators flew by daylight over strong lines of the enemy and attacked a town efficiently garrisoned. Even here the work was done against points of military significance. In the former cases it was night, there was no danger at all to the air-vessels, the places were not fortified, and there were no points of real military significance for the aviators to aim at.

The progress of the war declines steadily in dramatic interest as winter, with its rain and its snow, its mud and its floods, grips the fronts. Not until spring comes are we likely to hear anything of decisive or dramatic character, for both sides



WHERE GERMAN TRENCHES HAVE BEEN TAKEN AND RETAKEN, NEAR ST. MIHIEL IN THE FOREST OF APREMONT AND PONT-A-MOUSSON IN THE BOIS LE PRÊTRE: THE TRIANGLE BETWEEN VERDUN, METZ, AND NANCY.

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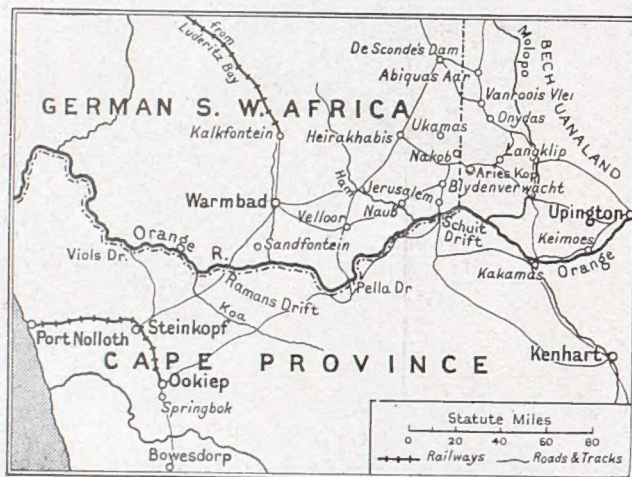
THE GERMAN SUBMARINE v. MERCHANTMEN POLICY: CAPTAIN WOOD, OF THE "DURWARD."  
The British steamer "Durward," bound from Leith to Rotterdam, was torpedoed on the 22nd near the Maas light-ship by the German submarine "U 19," which allowed the Captain and crew to make the light-ship in boats. Grand-Admiral von Tirpitz declared that Germany could torpedo every English and Allied ship that nears the British coasts, and thus cut off our food supplies.—[Photo. by Smith.]



THE NEW OWNER OF THE MUCH-DISCUSSED "DACIA": MR. EDWARD N. BREITUNG.  
Mr. Edward N. Breitung, of Michigan, who recently acquired the now celebrated ex-Hamburg-Amerika liner "Dacia," is an American citizen, but the son of a German, formerly a member of Congress. His father made a fortune in copper-mining. The purchase of the "Dacia" is said to be Mr. E. N. Breitung's first venture as a shipowner. A photograph of the "Dacia" appears elsewhere.—[Photo. Bain.]



are concentrating now rather than attacking. Yet all that goes forward is encouraging to the optimistic faculties. The real character of the German success at Soissons has shown itself in the complete manner in which the enemy's counter-aggressive has failed once the French were able to turn and face their pursuers in strong positions, and with adequate supports and more than adequate artillery along the banks of the Aisne. All the German attempts to go on have failed with terrible losses, and the French have only to sit on their heights and kill with unflinching calmness. At Pont-a-Mousson, where the French are thrusting a stubborn hammer-head of attack through the Bois le Prêtre against the line that runs east to the salient of St. Mihiel, there has been much bitter and desperate fighting. The Germans are flinging men in thousands at the new French front to recover all they have lost, and though some trenches have been recaptured, the progress made is inconsiderable. This, with the thrust upward in the Argonne—where our Allies have been creeping forward continuously on the high ground of Boureilles—and the good work done and still doing at Perthes



WHERE THE UNION FORCES HAVE GAINED THE LINE OF THE ORANGE RIVER: THE SCENE OF THE GERMAN SOUTH-WEST AFRICA FRONTIER FIGHTING ROUND RAMAN'S DRIFT AND SCHUIT DRIFT.

ing between Nov. 15 and Jan. 14 just published. A list of thirty-one definite successes is placed against seven German gains, of which the most important, apart from the Soissons affair, is an advance of three hundred

and in Alsace, means a very definite plan to turn the German flank, not only along the Aisne, but also in the greater line of their front.

That the French General Staff is satisfied with the work of the past few months and optimistic about the future is now made known officially by the summary of the fighting

yards on the stream of Meurissons in the Argonne, and the most characteristic the bombardment of the Halles, cathedral, and hospital of Ypres, and the shelling of the church of Nancy and the hospital at Thann. The officer who drew up that report was a cynic, but he was a cynic with a sense of proportion. He balances the profit and loss, and, after auditing his account, declares that the German offensive is broken and so will be the German defensive.

The Russian threat towards Thorn continues without cessation,

and her advance forces have already engaged the Germans in the neighbourhood of Skempe and turned them out after a sharp engagement. Skempe is fourteen miles west of their furthest advance last week, which was to Sierpe, and is, moreover, but thirty-four from Thorn. It is increasingly obvious that the Germans are viewing this movement with great concern, and that Von Hindenberg has modified his plan to meet a very real danger. The German corps have been re-grouped, and an attempt has been made—but not successfully—to drive the Russians completely away from the left bank of the Bzura, near Witkowiec, and thus sever their connecting links with the troops operating on the right bank of the Vistula. This movement has not interrupted the advance westward towards East Prussia.

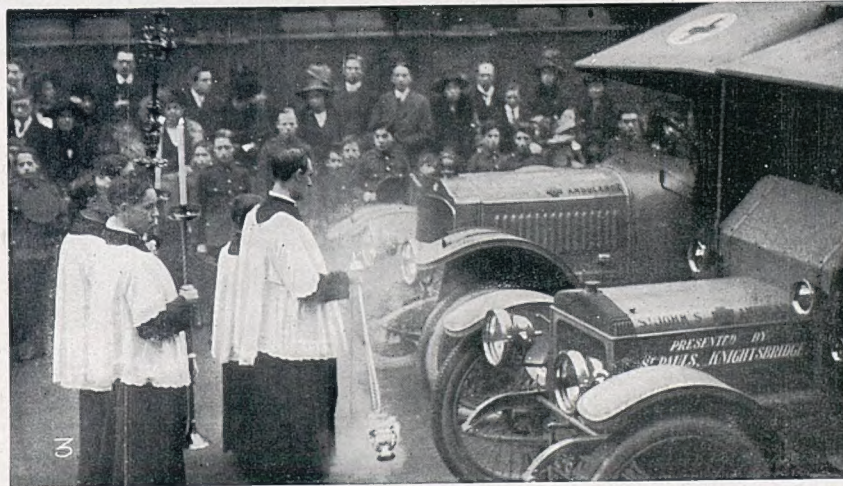
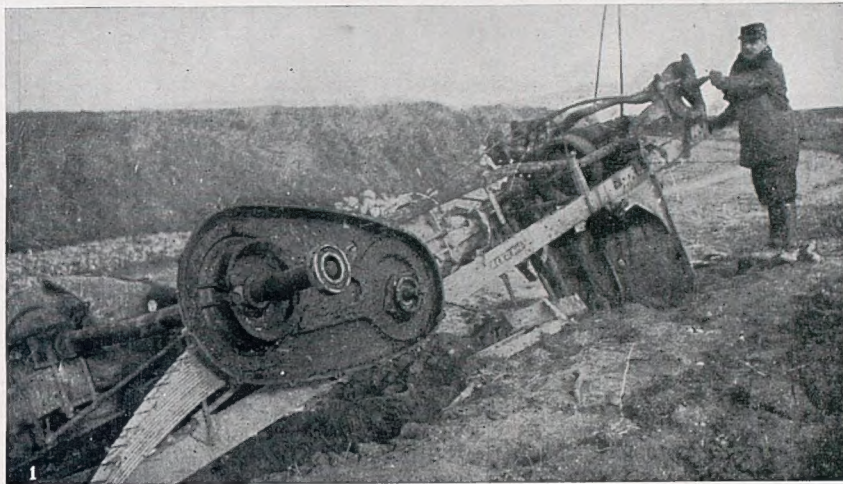
There has been a great deal of artillery firing and some half-hearted bayonet rallies against portions of the Russian front both on the Bzura and Rawka, and south of the Pilica River, but there has been nothing else to trouble our Allies along their vast central line. On their left wing an

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WHERE THE RUSSIAN ARTILLERY HAS PROVED A MATCH FOR THAT OF THE ENEMY: THE SCENE OF OPERATIONS ON THE BZURA AND THE RAWKA, WEST OF WARSAW, SHOWING LOWICZ AND LODZ (RENAMED BY THE GERMANS NEW BRESLAU).





MOTOR-VEHICLES IN THE WAR: THE FATE OF A TRANSPORT-WAGON; AND AN INTERESTING CONSECRATION CEREMONY IN LONDON.

A great feature of the war has been the excellent work done by motor-vehicles and their drivers, both in the fighting departments of the service and in hospital and transport work. There has been a large demand for motor-ambulances, which has been generously met by public subscription and private donors. Our photographs show: (1) The remains of a motor transport-wagon destroyed by a German shell;

(2) A Red Cross wagon in Lombaertzyde, near Nieuport, with some Belgian soldiers inhabiting a ruined house; (3) and (4) The consecration at St. Paul's, Knightsbridge, of two motor-ambulances presented by the congregation and residents of Knightsbridge to the St. John Ambulance Association. The ceremony was conducted by the Vicar, Prebendary F. Leith Boyd.—[Photos. by Topical, Alfieri, and Central Press.]



Austrian offensive in Bukowina has met the usual repulse, and the Russians followed their enemy up by an attack through the Kirlibaba region. The Kirlibaba entrant into Transylvania is one of lesser use and importance, and it is difficult to imagine a main attack being thrust through it. Still, what it lacks in military meaning it makes up in political value. It brings the Russian forces at once among the Roumanian peoples of Transylvania, and the movements of the troops here must react considerably on the political attitude of Roumania. The battle in the Caucasus developed into débâcle, as was easily foreseen. The Eleventh Turkish Army Corps was thoroughly and decisively routed.

The sinking of the *Durward*, a steel steamer of Leith, by the German submarine *U 19* off the Holland coast may or may not mean that Admiral Tirpitz's threat of "frightfulness," to be carried out ruthlessly against our



HOW OUR MEN HOLD TOWNS AND VILLAGES UNDER FIRE: A STREET BOMB-PROOF ON A WEST FLANDERS BATTLEFIELD.

Houses in towns and villages within the radius of a battlefield only serve to draw the enemy's fire. Above-ground structures in such cases are little better than shell-traps. To be able to hold a place, bomb-proofs are excavated underground in the streets outside the houses, as seen here. The enemy can then fire away at the houses without harming the garrison of the place, who remain safely ensconced until called up to repel attempts at storming.—[Photo. by Alferi.]

entire fleet of merchantmen, has come into force. The *Durward* is not the first but the fourth British merchantman to be sunk in this fashion.

On the last day of writing these notes there comes the inspiring news of a very smashing repulse of a German raiding squadron. The British fleet, still sore from the fact that the North Sea mists had robbed them of a like success over the raiders of Scarborough and the Hartlepools, made no mistakes on Sunday, Jan. 24. The battle - cruiser squadron under Vice-Admiral Sir David Beatty and the destroyer flotilla under Commodore Tyrwhitt closed with a strong raiding squadron of Germany's fastest and most powerful battle-cruisers, chased them off the seas, and, in addition to sinking the *Blücher*, damaged two other ships of the enemy's fleet, made up mainly of the *Derfflinger*, *Seydlitz*, *Moltke*, and the *Blücher*. There were light cruisers and destroyers in the battle too, but they have not yet reported the results of their engagement. In any case, they, with the *Lion*, *Tiger* (just out from Clydebank), *Princess Royal* (new from her fitting out at Barrow), *New Zealand*, and *Indomitable*, have done brave and satisfactory work, at the minimum of loss to themselves. It is not merely the total loss of the *Blücher* and the damage to other cruisers that is important: the moral check is enormous. The German Admirals will now think twice before they risk their fleets on raids against our coasts, in the face of this decisive repulse by our "inactive" Navy.

LONDON: JANUARY 25, 1915.

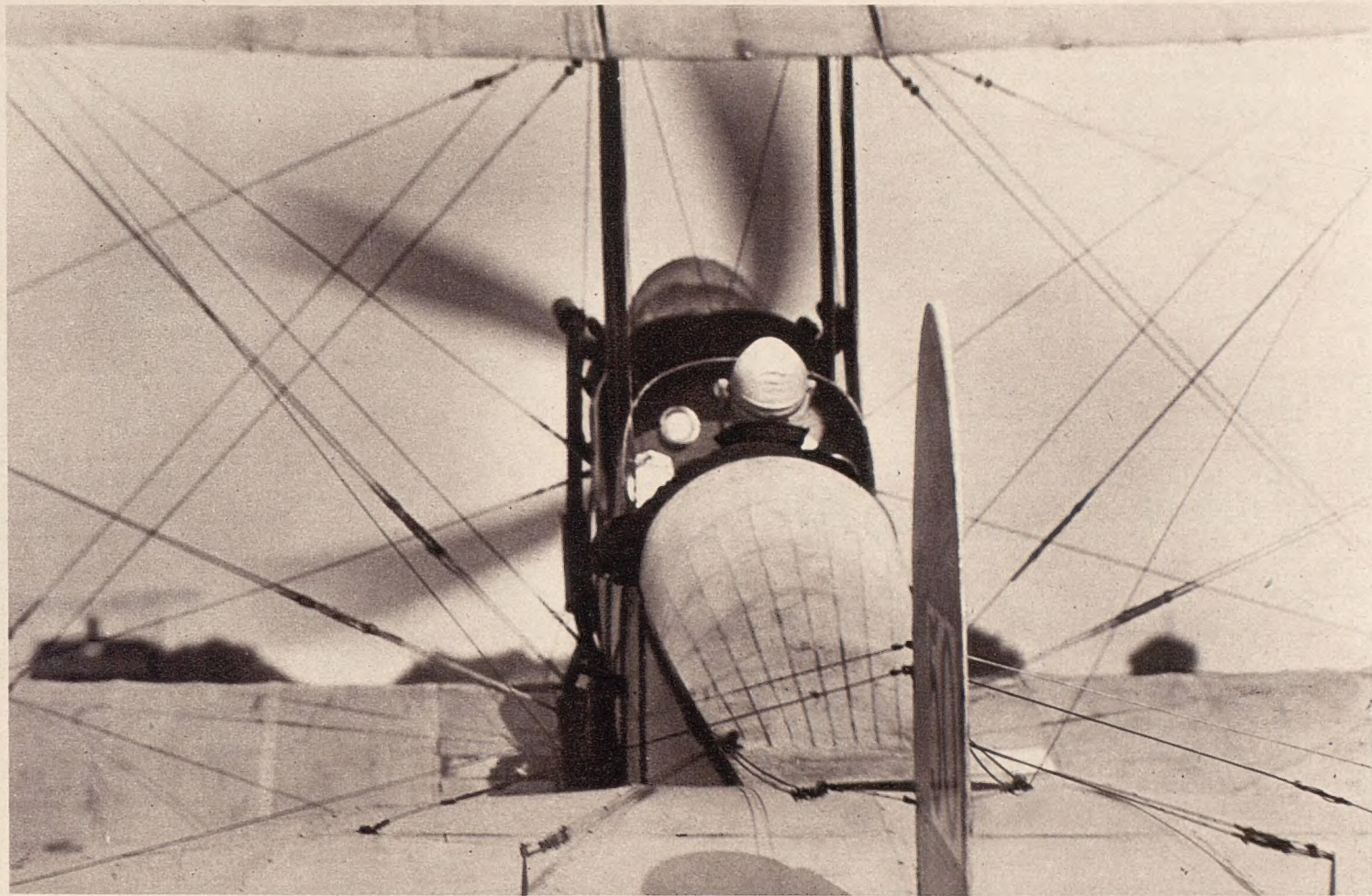


TO KEEP THE MAN AND HIS KIT DRY: H.A.C. IN AN "ALL-DAY" WATERPROOF.

For practical utility this pattern of waterproof-cape, with pleats that expand and, so to speak, "bunch out" at the back, should answer all requirements in the way of keeping dry the kit that the soldier carries on his shoulders. A soaked pack adds to the load the man has to bear.—[Photo. Illus. Bureau.]

W. DOUGLAS NEWTON.



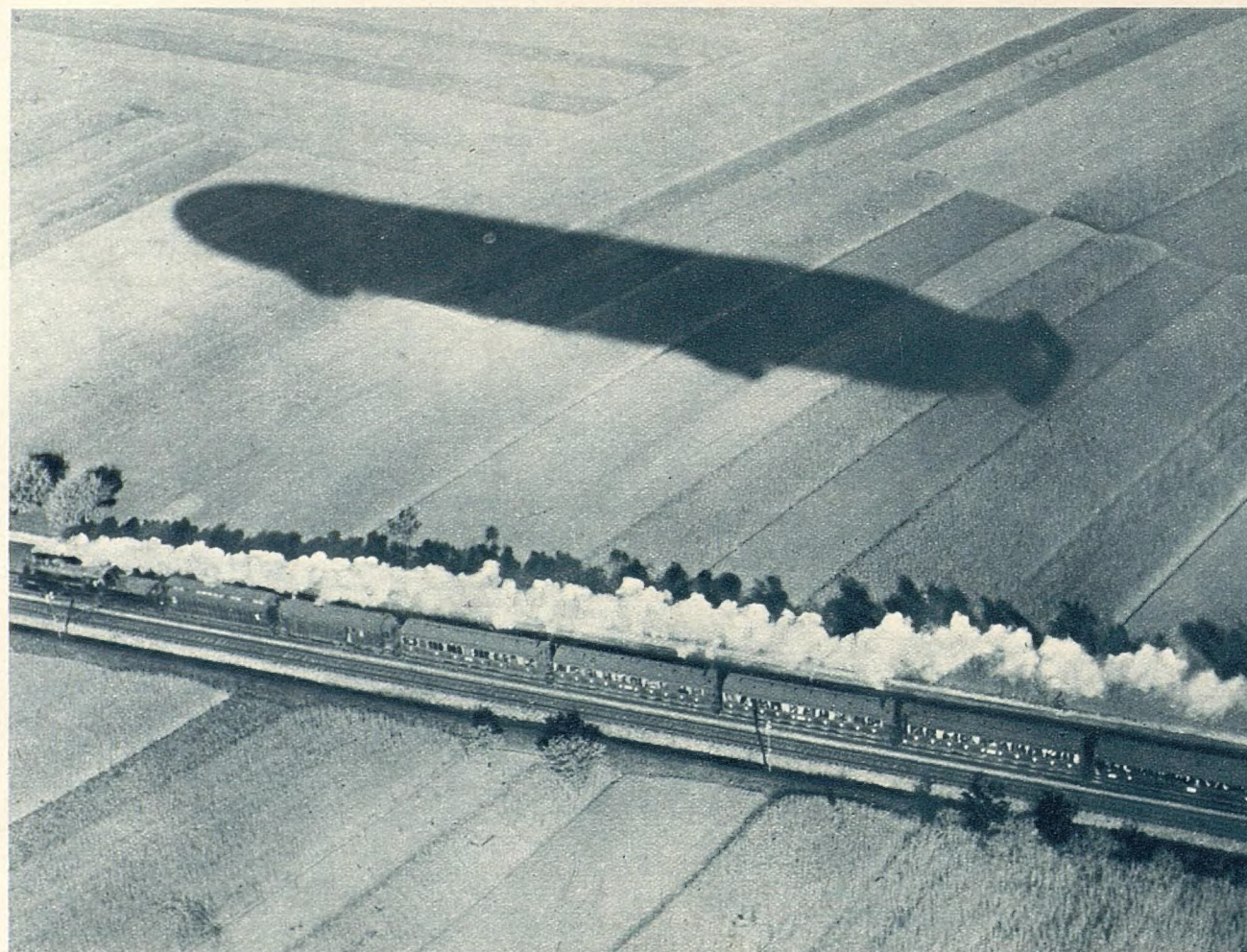


AN IMPORTANT UNIT OF THE FORCE BRITAIN HAS TO OPPOSE TO GERMAN AIR-RAIDERS: COMMANDER SAMSON COMMENCING AN ASCENT.

German air-raiders visiting this country run the risk not only of being shelled by anti-aircraft guns, but also of attack by our airmen, who have done such excellent work in the war and established an ascendancy over those of the enemy. The exploits of the Royal Naval Air Service have included the raids on Cuxhaven, Düsseldorf, and Friedrichshafen, the patrol of the Channel by naval air-ships during

the transport of the Expeditionary Force, and other patrol operations by a force of seaplanes and aeroplanes which began early in the war. One branch of the Air Department, to which recent events have added importance, is the Anti-Aircraft Defence Corps. An Armoured-Car Aeroplane Support was recently started. Commander Samson has received the D.S.O. for his brilliant services.—[Photo. by Cribo.]





A SWIFT ENEMY DIRIGIBLE "SHADOWING" A TRAIN: A ZEPPELIN (SINCE DESTROYED) RACING AN EXPRESS.

Our photograph shows the shadow on the ground of a Zeppelin, the "Schwaben," racing the Offenbourg-Freiburg express. It was taken from the air-ship during the flight. The fast Zeppelin "Schwaben," it may be noted by way of reassuring our readers, was one of the number that came to grief before the war. While landing in a strong wind, its metal framework got broken and the india-rubber-coated gas-

bags took fire and exploded, entirely destroying the air-ship. The latest type of Zeppelins built before the war had, it has been stated, engines of 900 horse-power, capable of propelling them at an average speed of 45 miles an hour in quiet weather, with an extreme radius of action of some 500 miles. The largest Zeppelins understood to be in service last July were about 525 feet in length, and 50 feet in diameter.





WHEN NOT ENGAGED IN RAIDING : A ZEPPELIN FLYING OVER THE MOUTH OF THE ELBE, AMONG THUNDER-CLOUDS.

Germany is credited with having had ready for war service before the outbreak of hostilities eight Zeppelins, of the rigid aluminium-framed type, three Parseval air-ships, or non-rigids, two Schütte-Lanz semi-rigids, and two special army craft of the "M" type. Our illustration shows the Zeppelin "Z 3" flying over the mouth of the Elbe, among thunder-clouds. Large clouds, it is noteworthy, have been

turned its account by the German air-ships on several occasions—at least once, it has been stated, during the war in Belgium—for concealment during an approach. The Zeppelin seen is one built in 1912. All Zeppelins are to be recognised by their long, tube-form bodies and the two gondolas below the keel. Their skins are of a grey colour, and in rear are the steering appliances.



## HOW IT WORKS: II.—HIGH EXPLOSIVE SHELLS.

**H**IGH explosive shell, as shown in cross section in Fig. 1, are used with light field-guns for the attack of men behind the shields of field-guns, small field-works, and such other objects as can be appreciably injured with a small charge of explosive. The larger calibres of mobile

artillery intended for the destruction of permanent fortifications or strong field-works use these shells almost exclusively. Few commercial explosives are suitable for shell-fillers on account of being unable to withstand the shock of discharge, deteriorating in long storage, being hygroscopic, exuding nitro-glycerine, reacting on the walls of projectiles, etc. Picric acid or its salts either alone or mixed with substances intended to make them less sensitive or to improve the chemical reaction on explosion are most commonly used. To this class belong English lyddite, Japanese shimose, and French melinite. The principal objection to picric acid is its tendency to form sensitive salts when in contact with metals, and care is therefore taken to keep it from the walls of the shells by protective coatings of asphaltum paints, *papier maché* cartons, etc. Trinitrotoluol, derived from certain by-products of the gas-works, although less powerful than picric acid, is coming into common use, as it is an almost ideal explosive from a military standpoint. It is manufactured extensively in Germany and probably is being used largely by that country in the present war.

Fig. 1.—A HIGH EXPLOSIVE SHELL IN CROSS SECTION.

Shells are, as a rule, fused to burst on impact only. The firing-pin of the detonating-fuse is armed essentially as described, for the percussion firing-pin of the combination-fuse. Upon impact the firing-pin strikes a primer which detonates a small quantity of fulminate of mercury or other detonant, contained in the forward-end of the fuse. This, in turn, detonates the high-explosive bursting-charge. In Fig. 1, *A* is the shell, *B* the high explosive, *C* the detonating-fuse, *D* the copper rotating-band, and *E* a copper base-cover.

The necessity of carrying both shell and shrapnel and the impossibility of predicting the proper proportion has led to attempts to develop a compromise projectile which would perform the functions of both. This

has resulted in the high-explosive shrapnel, which has been quite generally adopted, and a type of which is shown in Fig. 2. The construction of the rear portion of this projectile is the same as that of the common shrapnel except that the matrix surrounding the balls is a substance, such as trinitrotoluol, which will merely burn when ignited by black powder; but which will act as a high explosive if a detonating-fuse is exploded in contact with it. The head is larger than that of the common shrapnel and contains a small charge of high explosive, which in effect makes a small shell out of the head. The central tube is replaced for a portion of its length by the passage *A* in the wall of the head. The combination-fuse is the same in principle as that for common shrapnel, except that the small magazine of black powder is replaced by a detonant. If it is desired to use the projectile as a shrapnel, the time-fuse is set, and upon explosion of the base-charge in air, the head and balls are driven out to the front. The explosive-matrix merely burns and makes the point of burst more visible. The percussion elements of the combination-fuse detonate the head on striking. The explosion of the head facilitates observation of fire, and under favourable conditions the fragments of the head are effective. When it is desired to secure the effect of a high-explosive shell the fuse is not set. Upon impact the head detonates as explained above, and this detonation produces detonation of the matrix.

Fig 2, in addition to illustrating the principles of the high-explosive shrapnel, shows the modifications made in one type to render it more effective against air-craft. At *B* is a partial annular-ring of inflammable material, resembling the time-ring of a combination-fuse. It is ignited by flame from the passage *A* at the time the base-charge is exploded. As the head *C* continues its flight a trail of smoke is left by *B*, and after a certain time *B* burns around to *D* and ignites the detonator *E*, which detonates the head. A quantity of smoke-producing material at *F* is intended to increase the visibility of burst. As the two explosions are separated by a considerable distance, the chance of fragments hitting is increased, and the flame from *B* would explode a balloon.

[By Courtesy of the "Scientific American."]

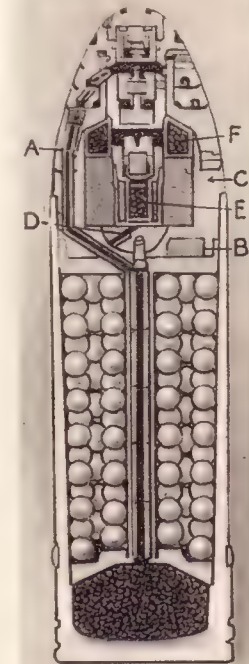


Fig. 2.—A TYPE OF THE HIGH EXPLOSIVE SHRAPNEL.





AN OPPONENT FOR RAIDING ZEPPELINS: THE BRITISH NAVAL DIRIGIBLE No. 4—A NON-RIGID.

How we actually stand in regard to meeting the Zeppelins with British air-ships is, of course, a matter for secrecy. That we do possess certain air-ships of our own is, however, common knowledge. One of the number which manoeuvred before the King at Spithead not long before the outbreak of war is shown above, "Naval Dirigible No. 4." British air-ships are—or were up to last August—of the non-

rigid type and of modest dimensions compared with the German craft. Practical objections as to the risk in landing in high winds and the disasters that have befallen numerous rigid Zeppelins in such circumstances led the British authorities to prefer a non-rigid, readily deflated vessel. Needless to say, Britain has a huge fleet of aeroplanes—excellent Zeppelin fighters.—[Photo. by News Pictures.]





THE GERMAN AIR-RAID ON NORFOLK: DAMAGE AT KING'S LYNN, WHERE A WOMAN AND A BOY WERE KILLED; AND AT SNETTISHAM.

The German air-raid on East Anglia on January 19 killed four civilians (two of them women) and injured nine other people, including two women and four children. The two people killed at King's Lynn, Percy Goate, aged seventeen, and Mrs. Gazeley, widow of a soldier killed in the war, were in the two small houses in Bentinck Street, King's Lynn, whose ruins are shown in Photograph No. 3. Another

bomb fell near the station, close to the royal train shelter, making the great hole in the ground shown with soldiers standing in it, in Photograph No. 1. Sandringham, where the King's Norfolk home is, was not struck, but a bomb fell in a field (shown in Photograph No. 2) near the neighbouring church of Snettisham, the windows of which were broken.—[Photos, by Topical, Newspaper Illustrations, and C.N.]





EVIDENCE THAT THE GERMAN AERIAL RAID ON NORFOLK WAS THE WORK OF AIR-SHIPS: UNEXPLODED BOMBS OF LARGE SIZE.

Some of the bombs dropped by the German air-raiders on Yarmouth and King's Lynn failed to explode, and their large size strengthened the impression that the raid was probably carried out by dirigibles rather than aeroplanes. Doubt was removed by the official German statement that "naval air-ships undertook an attack on some fortified [sic] places on the English East Coast." The photographs show:

(1) An unexploded bomb at Yarmouth; (2) Another unexploded bomb, which fell into a pony's stable at Yarmouth, without hurting the pony, and became embedded in straw; (3) The Chief Constable of King's Lynn examining an unexploded bomb which fell through a house. The bomb in Photograph No. 2 was much too heavy for a man to lift.—[Photos. by L.N.A., Farrington Photo. Co., and C.N.]



## Little Lives of Great Men.

### II.—GENERAL JOFFRE.

THE brain of the French Army resides in the square, massive head of that silent soldier who came in 1911 out of comparative obscurity to be Chief of the General Staff. Although the public knew him little, General Joffre had been a man of mark in his profession from the time of his first entry into it in 1870. He was born of Catalan ancestry in 1852. At sixteen young Joffre became Bachelor of Science. At seventeen he entered the Ecole Polytechnique. A year later the war found him (like Rouget de Lisle a century earlier) a Lieutenant of Engineers, entrusted with the construction of certain Paris fortifications. So ably was the Lieutenant's work done that MacMahon, after a visit of inspection, promoted him on the spot, with the words "Well done, *Captain Joffre!*" For a time he chafed under the restrictions of a *métier* too obviously declared. The charms of constructing fortifications began to pall. Joffre did not wish to do nothing else all his days; he longed to command troops in the field. At last his chance came in Cochin China and the Sudan. He avenged the massacre of the Bonnier column, and planted the Tricolour on Timbuctoo. Later, he was appointed Professor of Military Construction at Fontainebleau, where he taught theory without pedantry, and always with a keen eye to practice. Deeply versed in science, Joffre has never withdrawn himself into the icy solitudes of academic speculation. He is no remote professor, but always the soldier, knowing the



THE FRENCH GENERALISSIMO AND HIS WIFE: GENERAL JOFFRE, WHO MAY BECOME MARSHAL OF FRANCE AND AN ACADEMICIAN; AND MME. JOFFRE.

PHOTOGRAPH SUPPLIED BY MME. CLARA, RIVESALTES.

common soldier's mind and capabilities and how to get the best out of him. Modern warfare forbids that he shall know every man under him in the Napoleonic manner, but his influence is all-pervasive. In August 1913 he was head of the French Military Mission to the Russian Manœuvres. It was hinted from Paris that his duties would be more comprehensive than those of any former representative at manœuvres, and that he would report in detail upon the state of the Russian military defences. When he took leave of the Tsar, General Joffre received the Order of Alexander Nevski. On Aug. 24 he gave a farewell dinner at Krasnoe Selo, and in reply to the toast of the French Army he said he had "seen with justifiable pride the work which the Russian Army is doing, and he would return home with a firm conviction of the high standard of the Russian Army and its officers." Two months later, at the conclusion of the French Manœuvres and after certain tours of inspection, General Joffre gave France a taste of his quality as an uncompromising administrator by his removal of five Generals and two Colonels. The least sensational of men had by a simple act of duty created a sensation, and showed Europe a new strong hand in French military affairs—the hand that has banished politics as well as incompetence from the Army. Yet in December 1913 his retirement was confidently prophesied, and even as late as May 25, 1914, it was only a tiny, unheaded paragraph in a corner of the *Times* which noted that King George had conferred the Grand Cross of the Victorian Order on General Joffre.



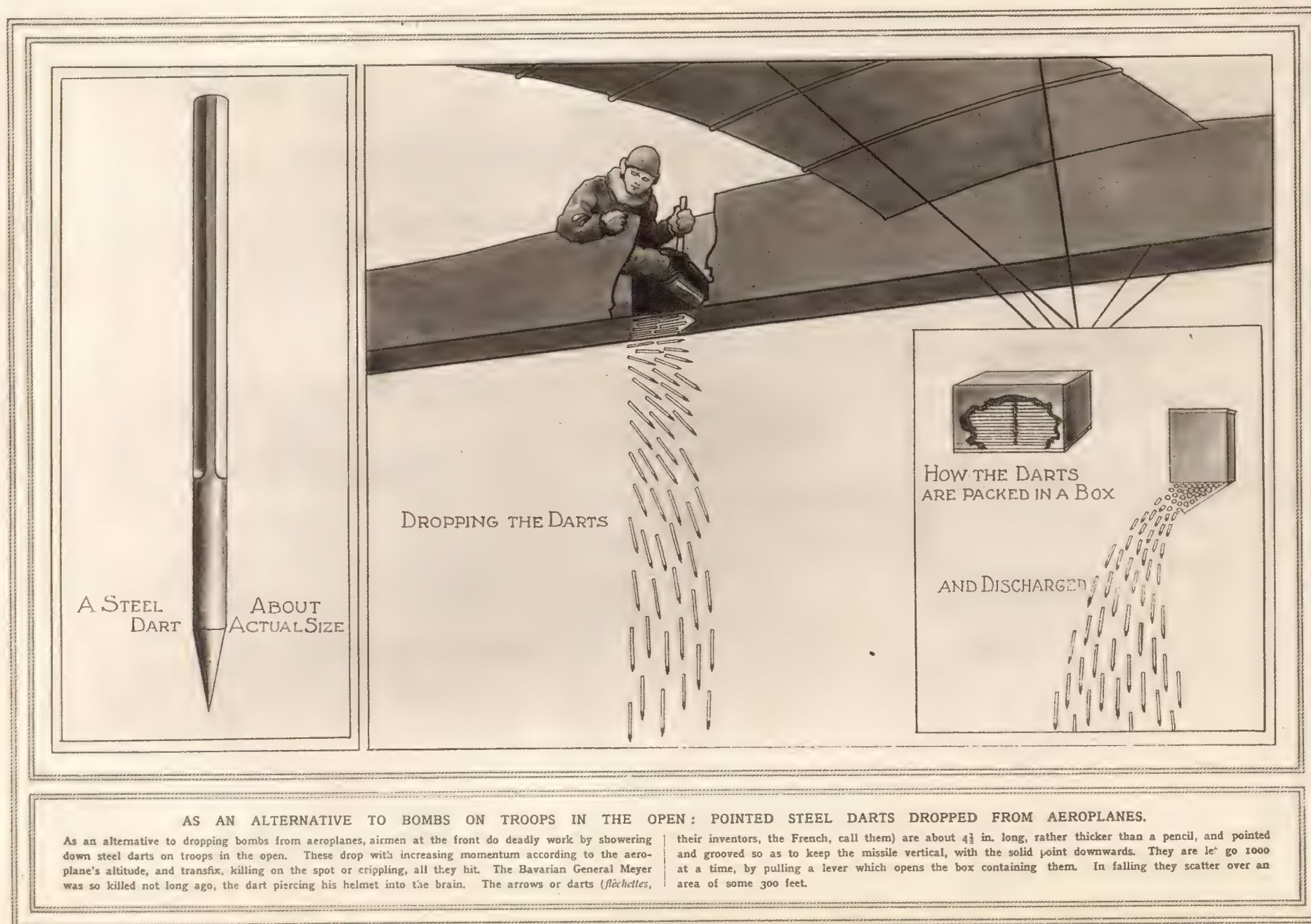


**DESTRUCTION AS MALIGNANT AS THAT CAUSED BY NAVAL SHELLS, BUT LESS WIDESPREAD: THE ONE YARMOUTH HOUSE WRECKED BY THE AIR-BOMBS.**

It has been pointed out that, compared with the naval bombardment of Hartlepool and Scarborough the bomb-dropping of German air-ships on Norfolk caused little loss of life or property. It is true that when an air-bomb does hit a building, it causes great havoc, as is apparent from this photograph of a house in St. Peter's Plain, a square in Yarmouth, completely wrecked. This was the only house in

Yarmouth, however, that was actually demolished. A man in it at the time escaped unhurt, but the bomb killed an old lady of seventy-two who was in the street, going to fetch her supper. The explosion also shattered the windows of neighbouring houses and of St. Peter's Church. Another bomb that fell close to the same spot killed a man out of doors.—[Photo. by Sport and General.]









**ANOTHER "FORTIFIED PLACE" BOMBARDED BY THE GERMANS!—HOUSES AT KING'S LYNN WHERE A WOMAN AND A BOY WERE KILLED.**

In the air-raid on Norfolk which has caused such jubilation in Germany the "heroes" succeeded in killing altogether four civilians—two women, a boy, and a shoemaker. The photograph shows the wreckage of two small houses in Bentinck Street, King's Lynn, in which perished Mrs. Gazeley, the young widow of a British soldier, and a boy named Percy Goate. Another view of the same houses given

on page 14 shows the great hole made by the bomb when it reached the ground. After the raid a German official telegram issued from Berlin said: "On the night of January 19 naval air-ships undertook an attack on some fortified [sic] places on the East Coast." Besides King's Lynn and Yarmouth, these "fortified" places included the villages of Snettisham, Sheringham, and Heacham.—[Photo. L.N.A.]





A COUNTRY-CART CONVERTED INTO A SLEIGH-CONVEYANCE FOR THE WOUNDED: GERMAN RED CROSS WORK IN POLISH SNOWS.

Instead of comfortably wintering at Warsaw, as proposed by the Headquarters Staff at Berlin, the German Army is fighting in the open on the snow-covered plains of Poland. The necessities of the situation have enormously affected the entire transport system and compelled the general replacement of wheeled vehicles by vehicles on sleigh-runners. In the ambulance and field-hospital departments, on which an

exceptionally severe strain has been thrown by the vast numbers of wounded, rough country-carts, with the wheels taken off and runners substituted, in the manner shown above, are being largely employed. The change to smooth-moving, sledge-like conveyances from wheeled vehicles jolting over the rough Polish roads must be, at any rate, a gain for the wounded soldiers.—[Photo. by Newspaper Illustrations.]





HELPING THE HORSE "BROKE" IN THE WAR: A BLUE CROSS HOSPITAL, SOMEWHERE IN FRANCE, AT WHICH THE ANIMALS ARE DOCTORED.

It is not given to every horse to be a Bucephalus, but there is no campaign in which horses have not played their indispensable parts. In the present war they are numbered by hundreds of thousands, and the fact that, in many cases, they have often been taken away from peaceful work, makes it all the more desirable that, so far as the conditions at the front permit, they should be well cared for. This

humane duty is being carried out on the battlefields of France by the Blue Cross Society. With such means as are at their command, the officials are doing all in their power to relieve the suffering caused to these patient animals by wounds and sickness. Our photograph shows attendants at hand to do all that is possible for the horses who have to endure the hardships of war.—[Photo, by T. J. Bical.]





**NOW AMONG THE FAMOUS HILLS OF HISTORY: HILL 132, WHICH FIGURED PROMINENTLY IN THE RECENT BATTLE NEAR SOISSONS.**

The fiercely fought battle to the north-east of Soissons, on the Aisne, has made Hill 132 famous. On January 8 the French carried an important German position north of the river on a plateau of which Hill 132 forms the eastern part. On its slopes are the villages of Cuffies and Crouy, between which runs the road from Soissons to Chauny. The object of the French was to get big guns on to Hill 132

to dislodge the Germans. Working their way up the Chauny road, they were in a fair way to succeed, when, by great ill-luck, their means of bringing up reinforcements were threatened by the flooding of the Aisne and the consequent breaking of the bridges. After a week's heroic fighting, they were obliged to withdraw to the south bank.—[Photo. by Topical.]





**A CRITICAL MOMENT OF THE SOISSONS BATTLE: THE FRENCH GENERAL STAFF SURVEYING THE POSITION AT HILL 132 BEFORE RETREATING.**

On the opposite page we give a photograph of the famous Hill 132, with a summary of the fighting near Soissons during which it was the scene of fierce encounters. Here we see the French General Staff surveying the position before the Aisne floods compelled them to retreat. Some of those present, it will be seen, are wearing skin coats. The hill is mentioned several times by the French Eye-Witness. "The

operations began," he writes, "on January 8 by an attack by our troops against Plateau 132. . . On the 11th, completing our success of the previous evening, we seized trenches at the Dent de Crouy, to the east of Hill 132. . . . On the 12th the enemy made a violent attack upon the plateau of Hill 132. . . . On the 13th we made a counter-attack."—[Photo. by Topical.]





THE MINENWERFER IN ACTION AGAINST GURKHAS: 200-LB. BOMBS HURLED AT SHORT RANGE B

It was on November 1 that "Eye-Witness" wrote, of the events of a few days before: "In this quarter we experienced for the first time in the northern theatre of war the action of the *Minenwerfer*, or trench-mortar. It has a range of some 500 or 600 yards, and throws a bomb loaded with high explosive weighing up to 200 lb., being fired at extreme elevation from the bottom of a pit in the trench." On December 21 he wrote that "the throwing of large bombs from trench-mortars . . . has now become general all along the line." In the drawing on the opposite page the *Minenwerfer* is shown in action, sapped forward enough to be w





AT SHORT RANGE BY THE GERMAN TRENCH-MORTARS.—FROM THE DRAWING BY ALFRED BASTIEN.

In the drawing our artist shows a recent incident. A hastily placed *minenwerfer*, on the left, is ready to hurl its bomb from a shallow, natural dyke to which some Germans have sapped forward from their trenches, behind. On the right a bomb from another trench-mortar is bursting among some Gurkhas. The *minenwerfer*, or Krupp trench-howitzer, is light enough to be wheeled by two men. Its spherical shell has a loose stem, which is loaded into the bore and drops out in flight.





CONSIDERED IMPREGNABLE: THE SUEZ CANAL, ANY ATTACK AGAINST WHICH MUST FAIL (A TORPEDO-BOAT PASSING ALONG IT).

The lines of the Suez Canal are considered to be impregnable. There has been ample time for preparation, and the defences have been designed according to the latest experiences gained on the battlefields in France and Belgium. The Turks must advance over open ground and exposed to the fire of heavy guns, battle-ships, rifles, and machine-guns. If the Turks *should* get near, the Navy, as well as the Army, will have something to say. The German-Turkish engineers will realise this if, as proposed, they try to form a sort of dam across the Canal with canvas bags filled with sand! In places the banks can be overlooked from the deck of a ship, and consequently naval guns will be able to come into action with excellent effect.—[Photo. by Digby.]



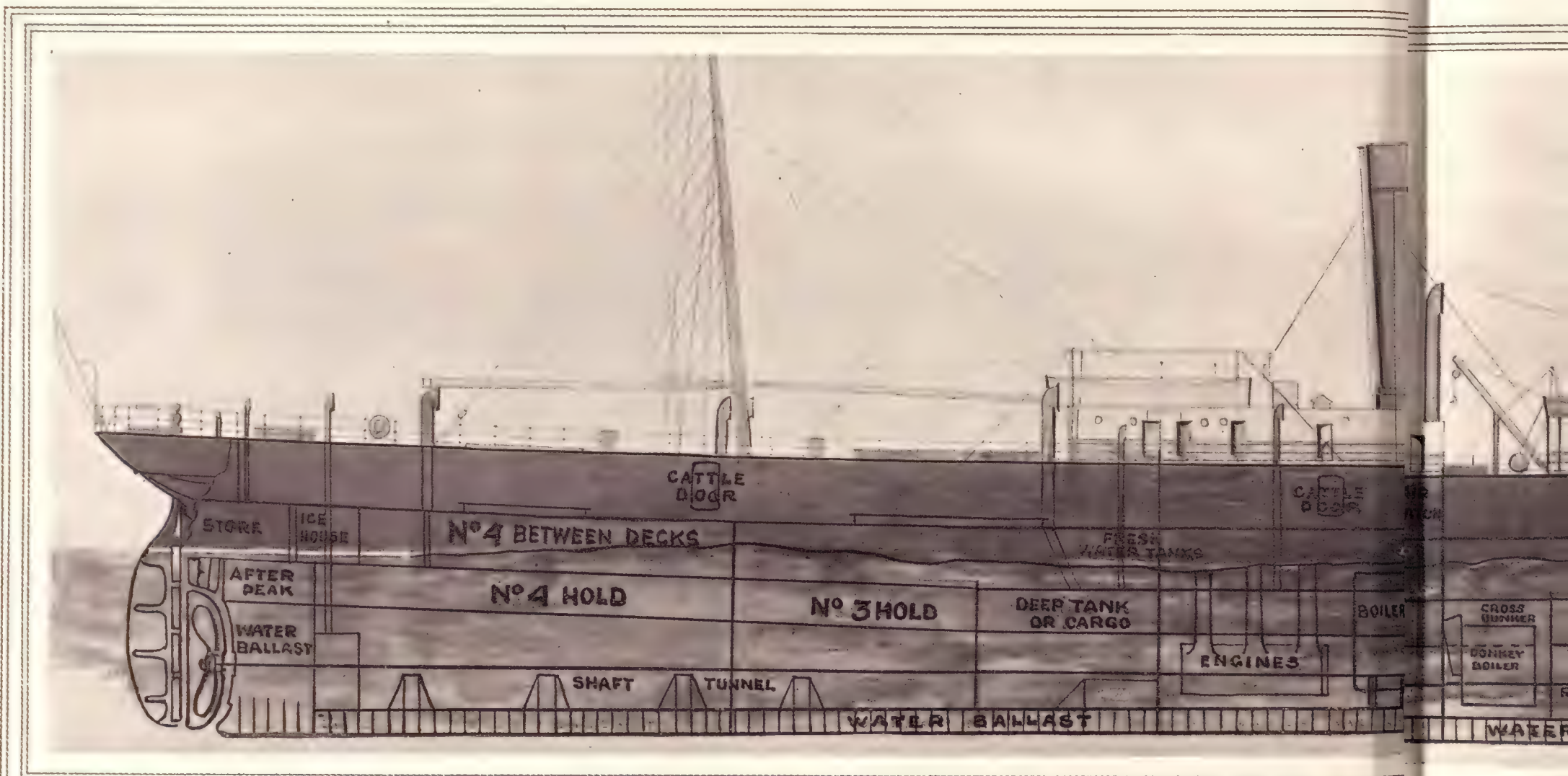


GERMANY TRYING TO DECEIVE NEUTRAL SWITZERLAND: AN ENEMY POST-CARD OF TURKS IN ACTION ON THE BANKS OF THE SUEZ CANAL!

The post-card reproduced represents a part of Germany's "advertising" campaign in neutral Switzerland, and shows Turkish troops in action on the banks of the Suez Canal! It is as untruthful as a good many German stories; indeed, the chances of the Germanised Turks getting near the Canal are exceedingly remote. A *communiqué* issued in Cairo the other day said: "For the sake of Turkey and

Syria, it were almost better that a general advance to within striking distance of the Canal took place, as being the quickest way of ending the war. There is no doubt that the attack will fail, and, once delivered, it cannot be repeated, as the invading army must inevitably melt away. . . . Thus the only way that the Turks will enter Egypt will be as prisoners of war."





TESTING THE RIGHTS OF NEUTRALS PURCHASING SHIPS OF BELLIGERENTS: THE EX-HAMBURG-AMERIKA LINER "DACIA," WHICH THE BRITISH

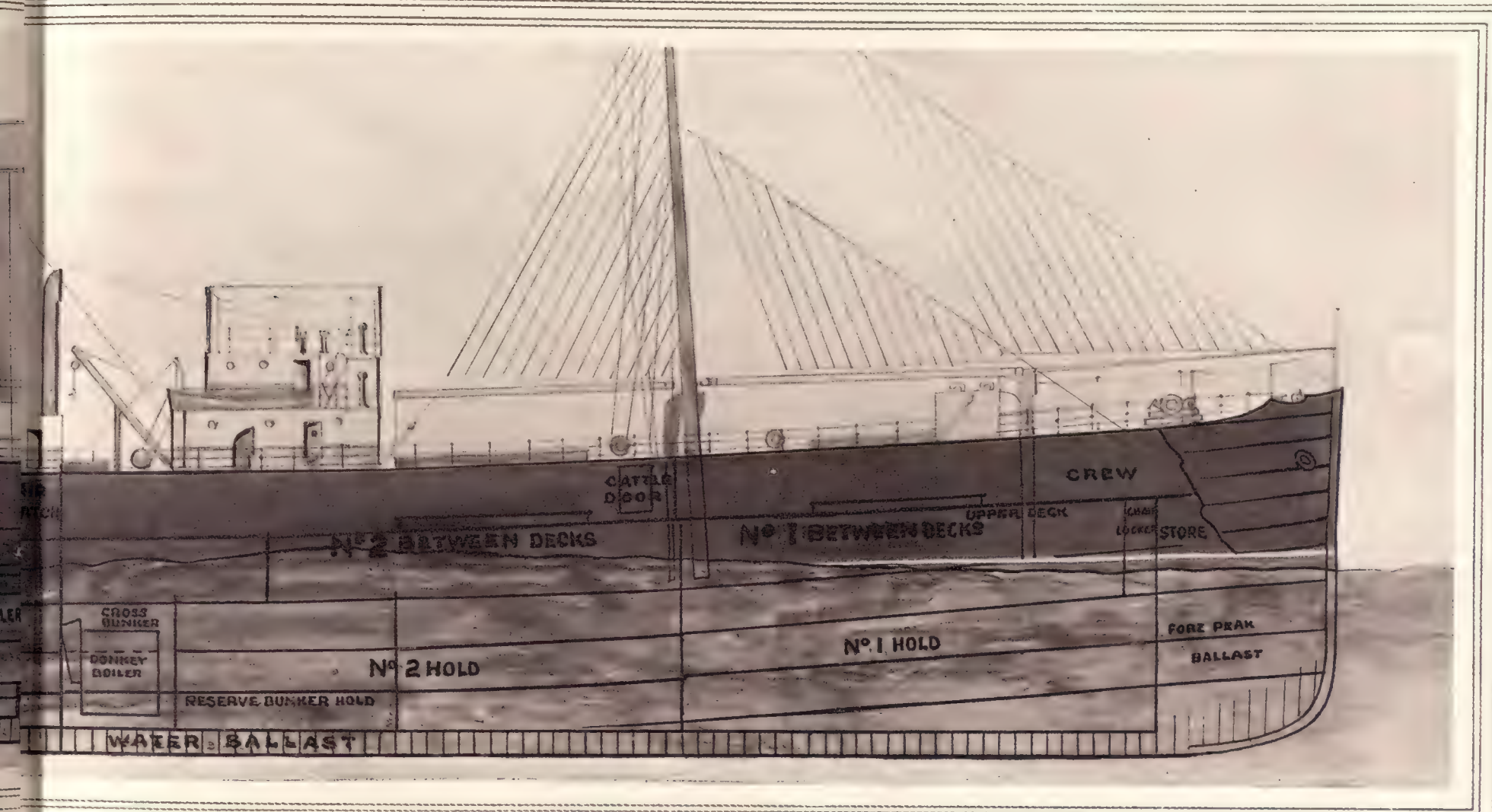
Interest in the friendly discussion between Great Britain and the United States as to the rights of neutral shipping in war has been increased by the case of the steam-ship "Dacia," of the Hamburg-Amerika Line. This vessel, which after the outbreak of war was interned at Port Arthur, Texas, for five months, was recently sold to an American citizen of German birth, Mr. Edward N. Breitung, of Michigan, and the United

States Department of Commerce allowed her to be registered under the American flag. She has been re-named the "Margaret," and it was arranged that she should carry a cargo of cotton to Bremen or to Rotterdam. The British Ambassador at Washington stated officially that the British Government could not hold the transfer of the "Dacia" valid in international law, and that, should she put to sea and be captured,

GOVERNMENT DECIDE

they would be obliged to the purchase of the cargo, free to Rotterdam. The international law. Her





THE BRITISH GOVERNMENT DECIDED TO DETAIN IF FOUND CARRYING COTTON FROM THE UNITED STATES TO GERMANY UNDER AMERICAN REGISTRY.

they would be obliged to bring her, apart from her cargo, before a Prize Court. They would, however, guarantee the purchase of the cargo, if consisting solely of American-owned cotton, at the price arranged, or would forward it free to Rotterdam. The voyage of the "Dacia" thus becomes a test case on a highly important point of international law. Her transfer to American registry, if recognised, would form a precedent for the sale to

Americans of many other German ships lying idle in American ports. The American Press has to a great extent supported the British Government's view of the case. The "Dacia" is a steamer of 3545 gross tonnage, and 334 feet in length, built in 1900 by Messrs. Swan and Hunter, of Newcastle.—[Photo. by Courtesy of Messrs. Swan, Hunter and Wigham Richardson, Builders of the Ship.]





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**UNDER CONDITIONS FAVOURABLE TO THEM: A RUSSIAN FIELD ARTILLERY BATTERY, NEAR CRACOW; AND TRANSPORT-WAGONS ADVANCING.**

The idea of the armies in Europe going into winter quarters until March, mooted tentatively a short while ago by some of the German papers, was promptly negatived from Petrograd. A winter campaign, it was semi-officially announced, was what the Russian armies were prepared for, and a vigorous offensive would be pressed forward. In East Prussia, indeed, a severe winter is desired for the freezing

over of the Masurian Lakes so as to enable the Russians to cross the chain of lakes on a broad front and pass between the intervening German fortifications. Our first winter-scene shows a Russian field artillery battery getting into action near Cracow. The gunners are in their warm winter uniform. In our second we have Russian transport-wagons on the move over snow.—[Photos. by C.N.]





WHERE THE THREATENED NEW INVASION OF SERBIA IS AWAITED WITH CONFIDENCE: A CAMP OF KING PETER'S GALLANT SOLDIERY.

If, as has been threatened, yet another invasion of Serbia by Austria-Hungary (assisted by two German army corps) takes place during next month, climatic conditions may be relied on to prove an effective ally to King Peter's hardy troops. A winter campaign in the mountainous interior of Serbia, whither the Serbians have already declared it their intention to withdraw before the invaders, will add enormously

to the difficulties of the would-be avengers of Marshal Potiorek's December failure. The Serbians make no secret of their intention to exert all their endeavours towards entangling the enemy's columns as before, among the snow-blocked passes. The tough Serbian peasant-soldiers are no strangers to winter war-conditions. Our illustration shows one of their camps at the present time.—[Photo. by C.N.]





**DOGGED BY MISFORTUNE SINCE SHE RAN FROM THE "GLOUCESTER": THE TURCO-GERMAN "GOEBEN" COALING AT CONSTANTINOPLE.**

The notorious "Goeben" is here seen coaling at Constantinople, before one of her last Black Sea excursions. The ship appears with lighters alongside and her hull draped with canvas sheeting to prevent coal-dust besmirching her bluish-grey paint, the regulation German war-ship colour. The "Goeben," according to various telegrams, has been persistently unlucky since she took refuge in the

Dardanelles after her brush with the "Gloucester," and became, nominally at least, a Turkish war-ship. She arrived with a marked list, caused by the "Gloucester." Since then the Russians have disabled some of her turret-guns and apparently she has been damaged by mines. Her injuries, it is stated, are beyond repair in Constantinople dockyard. She may become a hospital ship!—[Photo. by Digby.]





**MOBILE, ELUSIVE, AND HARD-HITTING: ONE OF THE ARMoured TRAINS THE FRENCH USE FOR "FLYING" BOMBARDMENTS.**

Armoured trains are rendering the French yeoman service on the Belgian frontier and eastward towards Verdun. The extensive railway system which, in those districts, links the industrial centres of Northern France, an indispensable necessity to commercial activity in normal times, is proving of invaluable assistance to national defence. Besides rendering service of high strategical value by enabling troops

to be rapidly moved from point to point and massed where wanted, it enables the French to carry out with their armoured trains a series of, so to speak, "flying" bombardments of the German lines at points wide apart. Our photograph shows one such train, of somewhat unusual "make-up," firing on a broadside four 95 mm. guns.





THE MEN WHO DIVED UNDER DARDANELLES MINES TO TORPEDO THE "MESSUDIYEH": THE CREW OF THE "B 11" AFTER THEIR EXPLOIT.

The photograph shows the crew of the "B 11" on their parent ship. It will be recalled that on December 13 last the "B 11" (Lieut.-Commander Norman D. Holbrook, R.N.) entered the Dardanelles, and, in spite of the difficult current, dived under five rows of mines and torpedoed the Turkish battle-ship "Messudiyeh," which was guarding the mine-field. Although pursued by gun-fire and torpedo-boats,

"B 11" repaired to safety after being submerged on one occasion for nine hours. When last seen the "Messudiyeh" was sinking by the stern. Lieut. Holbrook has been awarded the Victoria Cross; and Lieut. Sydney T. Winn, second in command of the "B 11," the Distinguished Service Order. In our photograph Lieut. Holbrook is fourth from the left in the second row.





A CHAMPION OF THE FREEDOM OF THE SEAS: A BRITISH BATTLE-CRUISER MAKING BAD WEATHER OF IT.

It has ever been our boast that the British Navy is the supreme guardian of the seas for the world's commerce. In that connection, the frank acknowledgement of our claim in the recent United States Note to Great Britain that his Majesty's Government is the champion of the freedom of the seas and the rights of trade is of much interest. Our photograph of a battle-cruiser bruising her way through

a head sea on a rough day, or, as seamen say, "making bad weather of it," reminds us also now that what an American historian said of the every-day work of the Navy in a former war, exactly fits the existing situation: "Those weather-beaten, storm-tossed ships, which the Grand Army never saw, stood between it and the dominion of the world."





EFFECTIVELY OBSTRUCTING THE GERMANS: A FRENCH BARRICADE IN THE VOSGES.

Wintry weather has impeded recent operations in the Vosges. The French *communiqués* of the 18th said that: "In the Vosges there has been a heavy fall of snow"; and "From the Argonne to the Vosges snow has fallen and a tempest has been raging." The snow-storms did not silence the artillery, but caused a cessation of infantry attacks. The above is a German drawing.



ONE OF THE GERMAN EAGLE'S EYRIES: AN ARTILLERY OBSERVATION-POST.

This drawing, from a German paper, shows a German artillery observation-post before Ypres, with the guns directed by it beyond. The officers note the effect of the fire and telephone to the battery. A British Lieutenant performing similar work recently from a tower calmly announced: "I hear the Germans coming up the stairs. I have my revolver. Don't believe anything more you hear."





**AN ENEMY-ILLUSTRATION: HUNGARIAN HUSSARS CHARGING COSSACKS WHO ATTACKED AN AUSTRO-HUNGARIAN ARTILLERY TRAIN—A GERMAN DRAWING.**

This drawing, we may point out, is from a German source, and purports to represent some Hungarian Hussars (seen on the left) dispersing Russian Cossacks who had attacked an Austro-Hungarian artillery train in the Carpathians to the north of the Dukla Pass. A recent Russian official *communiqué* stated: "A battery of Austrian heavy guns which was bombarding Tarnow was reduced to silence by the fire

of our artillery as soon as its position had been discovered. In Bukowina our advanced-guards stormed and took the Kirlibaba Pass in the Carpathians, bordering on Transylvania." A whole Russian corps in Galicia, it is said, used against the Austrians their own guns and ammunition. The Austrians recognised the colour of the smoke of their own shrapnel fired by the Russians.





PHOTOGRAPHED FROM THE "INVINCIBLE'S" MAIN-TOP DURING THE SEA-FIGHT OFF THE FALKLANDS: FOUR PHASES OF THE BRITISH VICTORY.

These remarkably interesting photographs were taken by an officer in the main-top of the British battle-cruiser "Invincible," Admiral Sturdee's flag-ship, during the sea-fight off the Falklands on December 8. They show: (1) The first phase of the action—the British fleet forming up to leave the Falkland Islands on learning that the enemy had been sighted. (2) The commencement of the chase, about 10.30 a.m.;

the enemy's smoke seen on the horizon. (3) H.M.S. "Inflexible" firing the first shot of the action at 12.45 p.m. (4) The pursuit after 1½ hours, about noon. The enemy's five ships ("Scharnhorst," "Gneisenau," "Leipzig," "Nürnberg," and "Dresden") and their smoke are seen in the distance. The vessel on the extreme right is a light cruiser. The smoke on the left is from the "Invincible's" funnels.





THE FIRST GERMAN SHELLS STRIKING THE WATER IN THE "INVINCIBLE'S" WAKE: SEEN FROM THE BATTLE-CRUISER DURING THE FALKLANDS ACTION.

The officer of H.M.S. "Invincible" who sent us this photograph and those on the opposite page describes this one as follows: "The first enemy's shots of the action. 'Scharnhorst's' and 'Gneisenau's' opening salvo at 'Invincible' and 'Inflexible.' Two shots seen here falling just in 'Invincible's' wake. She was struck almost immediately afterwards in many places all over the ship." An officer of the

"Inflexible" has written: "At 1 p.m. we opened fire on them, the flag-ship taking on the 'Gneisenau' and ourselves the 'Scharnhorst' . . . We blazed away at the 'Scharnhorst' for three hours, and finally she sank at about 4 p.m. . . . Our 12-inch guns were hitting her pretty hard all the time, but as she had only 8.2-inch guns her fire was very ineffective all the time, though remarkably accurate."





**"HEAPING COALS OF FIRE" ON THE GERMANS: BRITISH BOATS RESCUING SURVIVORS FROM THE "GNEISENAU" AFTER THE FALKLANDS ACTION.**

It has been reported, we trust incorrectly, that after the sea-fight off Chile the Germans allowed hundreds of British officers and men from the "Monmouth" and "Good Hope" to drown, without attempting rescue. When the same German squadron was destroyed off the Falklands the British showed a very different spirit. An officer of the "Inflexible" (the battle-cruiser seen in the photograph) writes of the

sinking of the "Gneisenau": "We got out what boats we had left to pick them up, and threw life-buoys and any available bits of wood to them. The flag-ship and the other cruiser were doing the same. . . . We managed to save about 180. . . . The German sailors when they got on board expected to be shot."—  
[Photo. taken from H.M.S. "Inflexible"; Reproduced from the "Illustrated London News," by Permission.]





THE FRENCH AS SNIPERS: PICKED MARKSMEN SEEKING THE "BOCHES" AMONG THE SAND-DUNES OF WEST FLANDERS.

His very nature makes the French soldier an excellent sniper. Quick-witted, quick-eyed, and agile, the piou-piou is everywhere in evidence with satisfactory results as a sniper among the Boches on all parts of the front along the extended battle-line from the sand-dunes of West Flanders away to the wooded hill-sides of Alsace. Up trees at one place, concealed among the ruins of some destroyed farm-house

or outlying cottage at another, the French marksman is equally at home and equally deadly in the precision of his aim. In West Flanders the sand-dunes afford ideal natural cover for sniping tactics amidst the irregular dips and hollows of the ground between intervening ridges and low hillocks, overgrown with tufts of coarse grass and sedge and scrub-bushes.—[Photo. by Aljien.]





SUNK IN THE NORTH SEA RUNNING-FIGHT OF SUNDAY, JANUARY 24: THE GERMAN BATTLE-CRUISER "BLÜCHER."

Early on Sunday morning, January 24, a British squadron of battle-cruisers and light-cruisers, with a destroyer-flotilla, sighted four German battle-cruisers, several light-cruisers, and a number of destroyers in the North Sea. The enemy were steering for the British coast. On being discovered, they turned tail and made off at full speed. In the running-fight of four hours that followed, two of the German

battle-cruisers were "seriously damaged," according to an Admiralty despatch, while the "Blücher" (a photograph of which ship we give above), was beaten out of the line and capsized and sunk. She was a powerful ship, first at sea in 1910, of 15,500 tons and 25½ knots speed, mounting twelve 8·2-inch heavy guns, and eight 5·9-inch quick-firers, sixteen 3·4-inch light guns, and four torpedo-tubes.





LEADER OF THE ATTACK ON THE GERMAN BATTLE-CRUISERS IN THE NORTH SEA: H.M.S. "LION"—SIR DAVID BEATTY'S FLAG-SHIP.

The "Lion," the flag-ship of Vice-Admiral Sir David Beatty, who commands the First Cruiser Squadron of the Grand Fleet, headed the attack on the German battle-cruisers in the action in the North Sea. She is seen in our illustration leading a line of British battle-cruisers. Two of the battle-cruisers shown here, the "Princess Royal" and "New Zealand," had their part in the North Sea fight, with the

"Lion." The "Lion," a battle-cruiser of the Dreadnought type, made her first cruise in 1912. She has a nominal speed of 28.5 knots, which has been considerably exceeded on service, and is of 26,350 tons displacement. Eight 13.5 guns form her exceptionally powerful main armament, and the officers and men on board number 980.—[Photo. by C.N.]





DEFEATED IN THE NORTH SEA WHILE ON A RAIDING EXPEDITION: THE GERMAN BATTLE-CRUISERS "SEYDLITZ" AND "MOLTKE."

These are two of the German battle-cruisers defeated in the North Sea on January 24 while on a raiding expedition against the British coast. Our upper photograph shows the "Seydlitz" (named after Frederick the Great's celebrated cavalry General), launched at Hamburg in 1912, with the customary flamboyant speech from the Kaiser on the war-memories of the name. The lower photograph shows the "Moltke,"

commemorating the strategist of the 1870-1 war with France. The "Seydlitz" is of 24,640 tons displacement, and is stated to have made 29 knots. She mounts ten 11-inch, twelve 5'9 guns, and twelve 3'4 light pieces. The "Moltke" is a sister to the "Goeben." Her armament is similar to that of the "Seydlitz," with 22,640 tons displacement, and 29'4 knots speed.





THE NAVAL VICTORY IN THE NORTH SEA: VICE-ADMIRAL SIR DAVID BEATTY, K.C.B., ETC. Sir David Beatty, who defeated a German squadron in the North Sea, on January 24, is forty-three, and was second in command of the Nile flotilla in the Soudan under Lord Kitchener, where his fine initiative won for him the D.S.O. and promotion to Commander. In 1900 he led practically a forlorn hope, and gained his Captaincy. He was promoted Rear-Admiral on January 1, 1910.—[Photo. by Speaight.]



THE NAVAL VICTORY IN THE NORTH SEA: COMMODORE REGINALD Y. TYRWITT. Commodore Reginald Y. Tyrwhitt, whose destroyer flotilla took part with Vice-Admiral Sir David Beatty's patrolling squadron of battle-cruisers and light-cruisers in the defeat of the German squadron in the North Sea, on January 24, was appointed in December 1913 to the command of the Destroyer Flotillas of the First Fleet. In the North Sea, no British ships were lost, and the casualties were slight.—[Photo. by Heath.]





THE CULINARY ART ON ACTIVE SERVICE: COOKING IN A DUG-OUT.

A knowledge of cookery is an important qualification for campaigning. During the war, sometimes, cooks have faced an unusual sort of fire. On one occasion a German attack on some British artillery threatened to become dangerous. "Realising," writes "Eye-Witness," "that all might be lost unless a firing-line of some sort could be established, the battery officers managed to form a line of gunners,



COOKERY IN THE BRITISH TRENCHES: CULINARY OPERATIONS IN FLANDERS.

regimental cooks, and details of various descriptions. These men stood firm, kept up a steady rifle fire and checked the assault at a most critical moment, thus enabling other troops to come up to repel it more completely. At another point five Sapper cooks attacked a house containing some Germans who were sniping a French battery. They drove them from the house, capturing three."





**THE DEVASTATING EFFECT OF GERMAN INCENDIARY SHELLS: THE SMOKING RUINS OF THE VILLAGE OF SUIPPES, AFTER BOMBARDMENT.**

The incendiary shells used by the Germans in bombarding towns and villages, for setting fire to buildings in addition to wrecking them, are, perhaps, the most devastating of all the instruments of destruction in the Kaiser's well-stocked armoury. Incendiary shells, it may be recalled, were used in the bombardment of Ypres, against the historic Cloth Hall. As "Eye-Witness" pointed out, the Germans refrained

from destroying it as long as they saw a prospect of taking the town: then they bombarded it with incendiary shells, apparently from "disappointment and exasperation at its resistance and at the failure of the much-advertised plans for its capture." The military objects of the bombardment, he explains, "did not entail the employment of incendiary shell."—[Photo. by C.N.]





**MUSIC AND COLD STEEL: AN ENTRENCHED GERMAN REGIMENTAL BAND PLAYING THE MEN INTO ACTION FOR A TRENCH-ATTACK.**

Our British regimental bands in war-time are mostly broken up, or the bandmen are used as stretcher-bearers. The Germans, it would appear from letters received in England from the front, keep their bandmen together and use their music on the battlefield. This illustration of a trench incident (from a German paper) is corroborated generally by experiences related by some of our own people. On

several occasions during the retreat to the Marne, for instance, regiments of the German attacking-columns were played into action by their bands until well within range of the British bullets. In the attacks on the British trenches on the Aisne, in like manner, German bayonet-rushes were often heralded and accompanied by band-playing, and the same was the case, it has been stated, in the fighting near Ypres.